Project Consistency with Comprehensive Plan Policies

The NE 4th Street/120th Avenue NE Corridor Project has been designed under the guidance of the following comprehensive plan policies:

A. Transportation Policies

POLICY TR-1. Integrate land use and transportation decisions to ensure that the transportation system supports the Comprehensive Plan Land Use vision.

Finding: This is a linear transportation improvement project designed to establish, widen, and functionally improve the street section along NE 4th Street and 120th Avenue NE. The project was designed to implement the Comprehensive Plan Land Use vision. The project proposal is consistent with the Comprehensive Plan Land Use vision.

POLICY TR-8. Incorporate transit-supportive and pedestrian-friendly design features in new development through the development review process.

Finding: The proposed project includes sidewalks and bike lanes intended for pedestrian use. The addition of sidewalks and bike lanes throughout the corridor provides a new direct pedestrian connection between downtown Bellevue and the SR-520 regional trail where there currently is no established connection.

POLICY TR-27. Follow guidance provided in the city's long-range transportation plans, transportation studies, and subarea plans to identify, prioritize, and implement transportation system improvements.

Finding: The NE 4th Street/120th Ave NE Corridor project is a priority CIP project listed in the City's 2009-2020 TFP plan.

POLICY TR-29. Develop the transportation system in a manner that supports the regional land use and transportation vision presented in Vision 2020, Destination 2030 and the Countywide Planning policies for King County.

Finding: The project has been designed to complement and support regional and local land use plans, accommodate forecasted travel demands, and provide additional non-motorized connections to future planned transit facilities. By using the existing 120th Ave NE corridor for a majority of the improvements, the project minimizes impacts to existing land uses and development patterns, while facilitating anticipated future development.

POLICY TR-34.1 Recognize the transportation and recreation uses under consideration for the BNSF (Port of Seattle) rail corridor when considering public and private improvements adjacent to and across the corridor and preserve the opportunity for future multi-model transportation use and access.

Comprehensive Plan Analysis

Finding: The NE 4th Street extension component of the project proposal will create a new five-lane arterial road that crosses the Port of Seattle rail corridor in a design intended to allow future use of the railroad corridor for a pedestrian-bike trail or linear transit line through compatibility with a possible future bridge overpass.

POLICY TR-37. Review proposed developments and require mitigation of traffic impacts where necessary. Prohibit development approval if the development will cause the area level of service in one or more Mobility Management Areas to fall below the adopted standard, unless demand management or other system improvements are provided to mitigate the transportation impacts.

Finding: The proposal includes traffic mitigation intended to limit impact to adjacent residential neighborhoods. The Transportation Department has indicated that final NE 5th Street traffic mitigation efforts will be developed by a neighborhood traffic committee and are planned for implementation with the completion of the NE 4th Street extension.

POLICY TR-39. Provide an arterial system, and encourage the state to provide a freeway system, that together permit reasonable mobility. Improve the network consistent with long-range plans to support the Land Use Element of the Comprehensive Plan, to meet the adopted area mobility targets, and to maintain safety.

Finding: The NE 4th Street / 120th Ave NE Corridor project is designed to improve existing corridor conditions and was conceived as part of the Bel-Red and Wilburton subarea planning efforts. The project was designed in response to planned increases in intensity of land use (density) and is intended to improve safety, access, mobility, and circulation for local traffic.

POLICY TR-43. Provide sufficient arterial right-of-way width to permit landscaping, and to accommodate pedestrian and bicycle facilities, while considering neighborhood character and context.

Finding: The proposed project design follows three typical cross-section concepts including a typical five lane streetdesign, a five lane streetdesign with walls (on both or either sides – when cut or fill is required), and a four lane streetsection for the northern extreme of the project. All of the design concepts include sidewalks and bike lanes (or multimodal paths), landscaping and design treatments, 11 foot wide travel lanes, and a two-way center left turn lane. The project includes a right-of-way acquisition program to expand the right-of-way section where additional area is required to construct the planned improvements.

POLICY TR-44. Design arterials and streets to fit the character of the areas through which they pass.

Finding: The NE 4th Street 120th Ave NE Corridor project includes design treatments that meet guidance established in the Comprehensive Plan and Land Use Code. Design

standards for each stage of the project are intended to implement the community vision of the comprehensive plan.

POLICY TR-48. Minimize the amount of through-traffic on local streets in residential areas.

Finding: The proposal includes traffic mitigation intended to limit impact to adjacent residential neighborhoods. The Transportation Department has indicated that final NE 5th Street traffic mitigation efforts will be developed by a neighborhood traffic committee and are planned for implementation with the completion of the NE 4th Street extension.

POLICY TR-49. Ensure that street improvements do not create a bypass for I-90, I-405, or SR-520 that would adversely affect an adjacent residential neighborhood.

Finding: The project was designed in response to planned increases in intensity of land use (density) and is intended to improve safety, access, mobility, and circulation for local traffic. Due to the design focus, expected vehicle trips, and the addition of the new I-405/SR-520 braids project lane alignment and intersection approaches it is unlikely that the 120th Ave NE corridor will serve as a bypass to I-405 to SR-520.

POLICY TR-76. Promote and facilitate the effective use of non-motorized transportation.

Finding: The proposed project includes sidewalks and bike lanes intended for pedestrian use. The addition of sidewalks and bike lanes throughout the corridor provides a new direct pedestrian connection between downtown Bellevue and the SR-520 regional trail where there currently is no established connection.

POLICY TR-77. Consider pedestrians and bicycles along with other travel modes in all aspects of developing the transportation system.

Finding: The proposed project provides a future connection between the City's road network, the SR-520 regional trail, and the future Port of Seattle railroad corridor recreational trail. The project includes sidewalks and bike lanes extending throughout the corridor intended for pedestrian use.

POLICY TR-78. Implement the Pedestrian and Bicycle Transportation Plan by designing and constructing a safe and connective non-motorized transportation system.

Finding: Street designs include bike lanes, crosswalks, and sidewalks for the full reach of the project.

POLICY TR-101. Provide for the needs of freight movement in managing the existing transportation system and developing new facilities.

Comprehensive Plan Analysis

Finding: The project was designed in response to planned increases in intensity of land use (density) and is intended to improve safety, access, mobility, and circulation for local traffic and area businesses.

POLICY TR-115. Preserve the safety of residential streets and the livability of residential neighborhoods by discouraging non-local traffic on streets classified as local. Emphasize the following measures:

1. Continue a strong neighborhood traffic control program to discourage cut-through traffic on non-arterial streets; and
2. Design new residential streets to discourage cut-through traffic, while providing for connectivity.

Finding: The proposal includes traffic mitigation intended to limit impact to adjacent residential neighborhoods. The Transportation Department has indicated that final NE 5th Street traffic mitigation efforts will be developed by a neighborhood traffic committee and are planned for implementation with the completion of the NE 4th Street extension.

POLICY TR-117. Evaluate neighborhood impacts as part of corridor and subarea transportation studies.

Finding: The proposed corridor project has been evaluated as part of the Bel-Red and Wilburton/NE 8th Street subarea planning efforts and is included in the City's Comprehensive Plan as a planned street improvement project.

POLICY TR-118. Mitigate air quality, noise, light/glare and other significant, adverse environmental impacts of proposed transportation projects on adjacent neighborhoods.

Finding: The project design team has considered industry best management practices, code requirements, and design standards to design a street system that minimizes impacts to the adjacent and surrounding community. Impacts associated with water quality, air quality, noise, light, and other environmental factors have been analyzed. The project is supported by technical discipline reports intended to document and disclose possible impacts and mitigation measures employed to abate or minimize impacts.

B. Bel-Red/Overlake Transportation Facility Plan Policies

POLICY 1. Provide over the long term an area wide multi-modal transportation system accommodating all forms of travel. This includes but is not limited to automobiles, HOV lanes, transit and transit shuttles, pedestrians and bicycles.

Finding: The proposed design includes three typical cross-section concepts - a typical five lane street design, a five lane street design with walls (on both or either sides – when cut or fill is required), and a four lane street section for the northern extreme of the project. All of the design concepts include sidewalks and bike lanes (or multimodal

paths), landscaping and design treatments, 11 foot wide travel lanes, and a two-way center left turn lane. The project has been designed to accommodate all forms of travel and includes adequate space to allow each mode to operate efficiently and safely.

C. Bel-Red and Wilburton/NE 8th Subarea Policies

POLICY S-BR-94. Promote additional development of retail uses in these areas, together with mixed use development that incorporates housing. Allow maximum building heights up to 70 feet through the incentive system.

Finding: The proposed corridor project provides needed transportation infrastructure capacity improvements to facilitate the redevelopment of the district in accordance with the areas established Land Use vision.

POLICY S-WI-3. Support the long term development of a "retail village" in the commercial area on the west side of 120th Avenue to provide a transition from more intense commercial areas to the west and the residential area to the east. Designate the area west of 120th Avenue NE between NE 8th and about NE 4th Streets, and on the east side of 116th Avenue from about NE 4th to SE 1st Streets General Commercial/Community Business (GC/CB). Without access improvements, the area remains appropriate for General Commercial uses. As NE 4th Street (East Bellevue Transportation Plan project #582) is extended to increase access to the area, Community Business uses are appropriate. Discussion: The intent is to increase transportation capacity as redevelopment occurs. It is recognized that the complexity of construction and property ownership may require phasing of the street project. Phasing may be accepted through a development agreement that assures adequate right of way and timely completion of the entire connection. The extension of NE 4th Street may occur as a city-funded capital project, associated with private development, or through an alternative financing mechanism, such as a local improvement district. If private financing is used, the city may facilitate methods of allowing others in the district to contribute as redevelopment occurs, such as through latecomers agreements.

Finding: The proposed extension of NE 4th promotes the district's vision of a "retail village" and is intended to facilitate the transfer of use in the area from current General Commercial uses to Community Business uses. Without the NE 4th Street extension, the area should remain focused on a General Commercial status.

POLICY S-WI-24. Preserve the safety of residential streets and the livability of local neighborhoods by discouraging non-local traffic with traffic management methods.

Finding: The proposal includes traffic mitigation intended to limit impact to adjacent residential neighborhoods. The Transportation Department has indicated that final NE 5th Street traffic mitigation efforts will be developed by a neighborhood traffic committee and are planned for implementation with the completion of the NE 4th Street extension.

POLICY S-WI-25. Improve local access, street system connectivity and traffic flow by providing additional east-west transportation connections, including an arterial street connection at NE 4th Street between 116th and 120th Avenues and HOV and non-motorized access at NE 6th Street between Downtown and 120th Avenue NE.

Finding: The proposed NE 4th Street extension component of the corridor project provides needed transportation infrastructure capacity improvements consistent with this policy.

POLICY S-WI-53. Provide enhanced street edge landscaping and, where appropriate, landscaped medians on 120th Avenue NE between NE 8th Street and NE 1st Street to soften the impact of commercial areas on the residential area to the east.

Finding: All of the design concepts include sidewalks and bike lanes (or multimodal paths), landscaping and design treatments, 11 foot wide travel lanes, and a two-way center left turn lane. Design treatments are required to meet community design guidance established in the Comprehensive Plan and Land Use Code. Design standards for each stage of the project are intended to implement the community vision of the comprehensive plan.

D. Environmental Policies

POLICY EN-1. Consider the immediate and long range environmental impacts of policy and regulatory decisions and evaluate those impacts in the context of the city's commitment to provide for public safety, infrastructure, economic development, and a compact Urban Center in a sustainable environment.

Finding: Supported by previous policy decisions, the proposed project is designed to provide additional transportation network capacity required to implement the urban center visions of the Bel-Red and Wilburton/NE 8th subareas. Proposed street improvements include consideration of public safety, infrastructure, and freight mobility functions. Impacts associated with air quality, noise, light, and other environmental factors have been analyzed. The project is supported by technical discipline reports intended to document and disclose possible impacts and mitigation measures employed to abate or minimize impacts.

POLICY EN-3. Minimize, and where practicable, eliminate the release of substances into the air, water, and soil that may degrade the quality of these resources or contribute to global atmospheric changes.

Finding: The project design team has considered industry best management practices, code requirements, and design standards to design a streetsystem that minimizes impacts to the adjacent and surrounding community. Impacts associated with air quality, water quality, noise, light, and other environmental factors have been analyzed. The project is supported by technical discipline reports intended to document and disclose

possible impacts and mitigation measures employed to abate or minimize impacts.

POLICY EN-11. Utilize prescriptive development regulations for critical areas based on the type of critical area, and the functions to be protected; and as an alternative to the prescriptive regulations, allow for a site specific or programmatic critical areas study to provide a science-based approach to development that will achieve an equal or better result for the critical area functions.

Finding: The project has been designed to meet prescriptive critical areas standards. A preliminary critical areas feasibility standard has been submitted demonstrating project compliance with critical areas rules.

POLICY EN-14. Implement monitoring and adaptive management plans for critical areas mitigation projects to ensure that the intended functions are maintained or enhanced over time.

Finding: As part of the critical areas land use permit process and associated construction permits, the applicant is obligated to provide a complete mitigation plan to compensate for unavoidable impacts associated with the corridor expansion project.

POLICY EN-33. Maintain surface water quality, defined as meeting federal and state standards and restore surface water that has become degraded, to the maximum extent practicable.

Finding: The project has been designed to meet current Bellevue Utility Codes and Storm Drainage Engineering Standards. The Transportation Department has prepared a technical memo outlining the project's approach to meeting stormwater treatment requirements. Stormwater treatment methods are consistent with the Bellevue City Code and the Stormwater Management Manual for Western Washington.

POLICY EN-37. Reduce runoff from streets, parking lots and other impervious surfaces and improve surface water quality by utilizing low impact development techniques in new development and redevelopment.

Finding: The project is required utilize on-site stormwater management practices (MR5), including employment of low impact development techniques. Low impact development techniques are analyzed for technical compliance with the City's stromwater codes as part of the construction permit process.

POLICY EN-39. Restrict the runoff rate, volume, and quality to predevelopment levels for all new development and redevelopment.

Finding: Where applicable, the project is required to provide stormwater infrastructure designed to match runoff rates of predevelopment levels. Stormwater facility design review is completed as a component of the construction permit process. Construction

permits will not be issued until corridor stormwater facilities meet the requirements of the City's stormwater codes.

POLICY EN-41. Preserve and maintain fish and wildlife habitat conservation areas and wetlands in a natural state and restore similar areas that have become degraded.

Finding: As part of the critical areas land use permit process and associated construction permits, the applicant is obligated to provide a complete mitigation plan to compensate for unavoidable impacts associated with the corridor expansion project.

POLICY EN-44. Regulate land use and development to protect natural topographic, geologic, vegetational, and hydrological features.

Finding: This is a proposal to expand an existing corridor and establish a new right-of-way to connect two districts. Street designs are not expected to cause significant disturbance to area resources. Unavoidable disturbance has been minimized through use of the existing right-of-way corridor and design efficiencies. Where impacts are identified, the applicant is required to prepare and submit a slope stability analysis and complete mitigation plan as part of the associated construction permit process.

POLICY EN-45. Protect geologically hazardous areas, especially forested steep slopes, recognizing that these areas provide multiple critical areas functions.

Finding: The NE 4th Street extension component of the project does include unavoidable impacts to steep slope critical areas. A preliminary critical areas feasibility analysis has been submitted demonstrating project compliance with critical areas rules. Where impacts to steep slopes are identified, the applicant is required to prepare and submit a slope stability analysis and complete mitigation plan as part of the associated construction permit process.

POLICY EN-55. Minimize and control soil erosion during and after development through the use of the best available technology and other development restrictions.

Finding: The project design team has considered industry best management practices, code requirements, and construction practices to design a street system that minimizes impacts associated with erosion. The applicant is required to prepare and submit a complete clearing and grading TESC and site BMPs plan as part of the associated construction permit process. Construction permits will not be issued until construction management practices meet City Clearing and Grading Code requirements.

POLICY EN-62. Prohibit creating new fish passage barriers and remove existing artificial fish passage barriers in accordance with applicable state law regarding water crossing structures.

POLICY EN-63. Require and provide incentives for the opening of piped stream

segments during redevelopment where scientific analysis demonstrates that substantial habitat function can be restored, and where the cost of restoration is not disproportionate to the community and environmental benefit.

Finding (EN-62, EN-63): The Transportation Department has clarified that all culverts conveying streams characterized by fish habitat affected by the project will be made fish passable. The proposed project includes removal of existing fish passage barriers where the corridor intersects with area streams.

POLICY EN-66. Minimize habitat fragmentation, especially along existing linkages and in patches of native habitat**.**

POLICY EN-67. Preserve a proportion of the significant trees throughout the city in order to sustain fish and wildlife habitat.

POLICY EN-71. Protect wildlife corridors in subdivisions, plats, and city projects.

Finding (EN-66, EN-67, EN-71): The Transportation Department has provided a complete corridor tree inventory and habitat analysis identifying potential impacts to habitat resources. Where impacts are identified, the applicant is required to prepare and submit a complete mitigation plan as part of the associated construction permit process. Habitat resources within the project area have been identified and where conflict with the project alignment has been noted, mitigation is proposed.